

APA CALIFORNIA NEWS

From the APA California President	P 3
2015 Conference Wrap Up	P 8
Legislative Update	P 13
Affiliate News	P 16
Historian's Corner	P 17
Planning Services Directory	P 18
APA California Leadership	P 19
Conference Information	P 20

NEXT ISSUE

Codes: Today's Tools for Planning

Submissions due February 29, see P3 for details

American Planning Association
California Chapter

Making Great Communities Happen

CAL PLANNER
IFORNIA

Planning News & Updates from APA California

Typical Los Angeles freeway congestion. Source: NBC Los Angeles

MARCYEBER | VP-Public Information

Welcome to 2016

As most of us do at the start of a new year, we use this occasion to look forward. As such, this issue highlights some of the work that will influence future policy and trends of planning. More specifically, the content here explores a few topics currently being contemplated, analyzed and critiqued within some of the 11 planning schools throughout the State. I would like to take this opportunity to thank Julia L. Johnston, APA California's University Liaison, for helping to identify some of the thinkers and their work within the academic community. Without her assistance, this issue would not have been possible. So THANK YOU Julia!

Continuing on the theme of looking forward, APA California has embarked on a few communication efforts for 2016. You will see some changes to help improve our communications and outreach to the entire membership as well as the interaction between the Chapter and Local Sections. From transforming the current APA California website and social media platforms to altering the *CalPlanner* and E-Blasts, these modifications are being employed to increase your access to planning content and news from around the state. So that we can better address your communication needs, including the type of content, the means of delivery and frequency, we need your participation. We will be sending out a brief survey to help us tailor our efforts to your collective needs.

In the meantime, we welcome your suggestions or comments about the *CalPlanner* or any other communications effort. Happy Reading, **MY**

FEATURE | Susan Handy and Laura Podolsky

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

Issue - Reducing traffic congestion is often proposed as a solution for improving fuel efficiency and reducing greenhouse gas (GHG) emissions. Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT).

An increase in VMT attributable to increases in roadway capacity where congestion is present is called "induced travel". The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect lowering the "price" of driving; and when prices go down, the quantity of driving goes up. Induced travel counteracts the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets in part or in whole reductions in GHG emissions that would result from reduced congestion.

Key Research Findings

The quality of the evidence linking highway capacity expansion to increased VMT is high. All studies reviewed used time-series data and sophisticated econometric techniques to estimate the effect of increased capacity on congestion and VMT. All studies also controlled for other factors that might also affect VMT, including population growth, increases in income, other demographic factors, and changes in transit service.

Increased roadway capacity induces

additional VMT in the short-run and even more VMT in the long-run. A capacity expansion of 10% is likely to increase VMT by 3% to 6% in the short-run and 6% to 10% in the long-run. Increased capacity can lead to increased VMT in the short-run in several ways: if people shift from other modes to driving, if drivers make longer trips (by choosing longer routes and/or more distant destinations), or if drivers make more frequent trips. . . . Longer-term effects may also occur if households and businesses move to more distant locations or if development patterns **➔P7**

I 10-105 Freeway Interchange Los Angeles. Source: City-Data



INSIDE...

P4 Trip Generation for Smart Growth Projects

P5 Can State and Regional Efforts Reduce Sprawl?

P6 Property Taxation and Urban Sprawl

P10 Energy Use by Buildings - Why Data is Critical



CED Program Berkeley. Source: MCP2

FEATURE | Linda C. Dalton, PhD, FAICP

Planning Practice is Changing. Are You Ready to Plan for Tomorrow?

Every day we are bombarded with news about technology innovations and environmental resource limitations in a world also afflicted with long-standing issues of poverty, inequality, and ill health. How can planners make more of a difference in the future?

First, we need to reflect on who we are today and what the next generation of planners should look like. Our profession is changing. APA surveys indicate that most planners today are white, over half male, and about a third have been in the field for more than twenty years. As “boomer” planners retire, young professionals are more likely to be women and to come from varied ethnic and racial backgrounds. New planners are also coming from a generation that is tech savvy and very interested in urban living. We need to welcome and nurture this diversity, which is more representative of the communities we serve.

Second, we need to look at where we work. Data for four decades show that most planners work for local public agencies; with another significant percentage in consulting. These structures are changing. Mobility is increasing – planners currently average six years in a position; future forecasts suggest that individuals may have as many as eleven different jobs during their careers. Individuals are becoming increasingly responsible for their own advancement, professional development, and financial security. A more entrepreneurial workforce means that private firms will continue to emerge, merge and re-organize, affiliating more loosely than in the past – perhaps sharing space and/or technology to minimize investments in infrastructure. This is true even in the public sector where pension

funding crises limit future benefits, and contract employment offers cities and counties more flexibility than permanent civil service positions.

The historic role of local government regulation to protect the public interest is being questioned. Supporters of the sharing economy appreciate the benefits of trading

“A more entrepreneurial workforce means that private firms will continue to emerge, merge and re-organize, affiliating more loosely than in the past – perhaps sharing space and/or technology to minimize investments in infrastructure.”

living space, rides, equipment, and skills; and resist licensing, taxation and other means of accountability. Planners will need to find new rationales as well as new tools to ensure that bartering doesn’t result in exploitation, exacerbate inequalities and leave individuals with no recourse when things (inevitably) go wrong – whether as employees not protected by minimum wage or workers’ compensation, or customers subjected to poor service or shoddy work, that could affect their health or safety. “Disruptive” challenges can offer planners an opportunity to review our legal roots in land use planning, and reinvent subdivision regulations, zoning requirements, and building codes to fit emerging circumstances.

How planners address human settlement patterns is changing dramatically. Expansion dominated development in the U.S. during the half century following World War II, particularly in California. Now we are facing very visible resource limits, natural hazard risks, and aging infrastructure. Health and wellness are taking on increasing importance, not only as “boomers” live longer, but also as we learn more about how some living and working environments contribute to poor health and obesity.

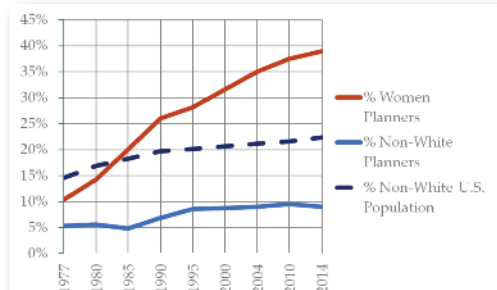
Redevelopment used to focus on declining areas in central cities. Addressing blight remains important, but the need for revitalization is now much broader. Planners need to figure out how to “retrofit” low density land use patterns initially designed for single family homes served by private automobiles. It is not practical to raze every suburb and replace it with transit-oriented development. So how can we salvage the capital investment and amenities yet transform these areas into more walkable and environmentally-responsible communities? Planners need to develop models for “adaptive reuse” of previously “master planned” developments.

Fortunately, planners have access to new knowledge and skills to help them address these exciting opportunities. Applied science offers more and more detailed findings to help us understand natural systems, demographic studies tell us more and more about our changing populations, and geographic information systems integrate more and more data about our communities.

Planners will need to become increasing proficient in using “big data” to inform planning, particularly for the purposes of contingency planning that help them prepare their communities for potential disasters or emergencies.

AP7

Planner Demographics. Source: Dalton



CALPLANNER CALIFORNIA

CALPlanner is published by the California Chapter of the American Planning Association. APA California members receive this subscription as part of their membership.

EDITOR

MARC YEGER, ASLA | VP-Public Information
myplanning@live.com

ASSISTANT EDITOR

GABRIEL BARRERAS | gabriel.barreras@gmail.com

MANAGING EDITOR

DORINA BLYTHE | Art Director
dorina@grandesigns.us

ADVERTISING

LAURA MURPHY | Display, Job Advertisements
nhe2011@live.com

DISTRIBUTION

FRANCINE FARRELL | Web Manager, Subscriptions,
Website ategoresources@live.com

2016 PRODUCTION SCHEDULE

(tentative)

Issue	Topic	Articles Due	Released
16 02	Codes	Feb 29	Mar 30
16 03	Conference Issue	Jun 01	July 05
16 04	Engagement	July 29	Sept 06
16 05	TBD	Nov 07	Dec 06

The production schedule is subject to change. For article and photo specifications, please see guidelines at www.apacalifornia.org.

CALPLANNER ARTICLE SPECS

16|02 THEME: Codes: Today's Tools for Planning

LENGTH: 700 (min) to 1,200 (max) words

DOC FORMAT: working (or open) MS WORD file (.doc or .docx). No PDF's please.

IMAGES: include captions and sources for all photos, renderings, drawings, maps, diagrams, etc. submitted.

IMAGE FORMAT: 3 X 5 min at 300 dpi (but no bigger than 1MB file size) to be emailed as separate attachment(s). In other words, do not embed images in the WORD document.

REMARKS: Article can be written either as a Feature (analysis of the topic), Op-Ed (critique), or First-Person (personal experience with the topic).

FOR QUESTIONS AND ALL SUBMISSIONS,
Please contact Marc Yeber at myplanning@live.com

Additional subscriptions may be purchased for \$22/yr.

Rates for job announcements, display and calling card advertisements can be obtained by visiting APA California at <http://www.apacalifornia.org/?p=15>.

PLANNING SERVICES DIRECTORY

Calling card advertisements support the publication of CALPlanner. For additional information on placing a calling card announcement and to receive format specifications, please contact Laura Murphy at nhe2011@live.com.

HING WONG, AICP | President

Taking a Look Back



On behalf of the APA California Board, I would like to wish you a very Happy 2016 and the best in the year ahead. Let us look back at some of the highlights of 2015, in chronological order:

WINTER: The year began with another rainy season with very little rain. The cover of the second issue of CALPlanner in 2015 (late winter / early spring) included photos of the low water levels at Lake Oroville. The drought again made headlines when Governor Brown issued mandates to reduce non-agricultural water use by one-fourth. As we head into the rainy season, remember that as professionals who consistently help others envision and maintain places, we are highly equipped to facilitate the changes necessary to mitigate the drought and make places (existing and

conference on the West Coast, a bar we set back in 2012 in Los Angeles and will have to set again in 2019 in San Francisco. I certainly enjoyed meeting and seeing a good number of you there. All of you reminded me of how big and diverse (both ethnically and professionally) our Chapter is. The National Planning Conference also reminded me of how fun conferences are, spending time with planners during the day by sharing best practices and lessons learned, and then networking and sharing our triumphs and tribulations during the evening.

SUMMER: Speaking of conferences, do not forget about the low-cost events in our own backyards. All eight Sections have a plethora of inexpensive, local activities in our areas – from educational programs to training to social networking mixers. There is no reason not to reap the benefits of comingling with planners near home or work. In keeping with tradition, summer began with recognizing the winners of the local Section planning awards. Congratulations to all the local winners!

“All eight Sections have a plethora of inexpensive, local activities in our areas - from education programs to training to social networking mixers.”

proposed) more water sustainable. More immediately, our profession's skills and familiarity with taking a macroscopic policy and implementing it at a microscopic level are extremely valuable. Consider all the macroscopic policies many of us help apply a microscopic level already – NEPA/CEQA, general/comprehensive plans, and zoning just to name a few. Most importantly, as those who always look forward, let us remain optimistic. This *New York Times* article concludes with an inspiring quote from Kevin Starr, a historian at USC. “Every time California has a problem – we ran out of electricity in the early 2000s, then we ran out of money, and now we are running out of water – people say California is over. It's not over. It's too important a part of American culture to be over. But it will change itself.” This problem and the changes it will bring will affect our profession and our day-to-day work, so it is incumbent upon all of us to not only facilitate solutions and direct the changes but also help implement them. Californians have a tradition of being the first to try new things. As Californian planners, let us keep that tradition alive and well.

SPRING: The 2015 National Planning Conference in April showcased Seattle, a unique city in the Pacific Northwest. The Local Host Committee “raised the bar” for a quality

AUTUMN: It was a pleasure to see 1,900 of you at the annual Chapter Conference in Oakland in early October. This was one of most attended conferences in APA California history. Thanks to everyone who made it a success, from the volunteers to the attendees to the sponsors. A special thanks to Conference Co-Chairs Erik Balsley, Hanson Hom, and Darcy Kremin, and all of the Conference Host Committee members! Here are some fun facts about Oakland 2015 Conference. Attendees could choose from 134 sessions and 16 mobile workshops, with 600 speakers between them all. Most of the sessions came with CM credits, 200 in total, plus another 55 for the mobile workshops. The Opening Reception at the Oakland Museum received lots of compliments from the conference attendees with the wide array of food and easy to meet and mingle with other planners. From Sunday through Tuesday, 3,445 lunches were served (including 1,300 chicken breasts, 1,300 salmon salads, and 720 Thai chicken plates), 820 cupcakes, 68 box lunches, and pretzels and popcorn for 775. We anticipate another great conference in Pasadena in October 2016! I look forward to an exciting 2016 for our Chapter and planning in California! **HW**

FEATURE | Robert J. Schneider, PhD, Susan L. Handy, PhD and Kevan Shafizadeh, PhD

Trip Generation for Smart Growth Projects

BART | Station at Oakland City Center. Source: Schneider

Through various policies, California encourages infill projects in smart growth areas to encourage fewer automobile trips by providing better opportunities for walking, bicycling, and public transit. But transportation impact assessments (TIA), required by the California Environmental Quality Act (CEQA), often predict that infill projects in a smart growth areas will generate more automobile trips than local streets can handle. In response, local officials may require substantial mitigations, and the added costs can make infill projects financially infeasible.

But the TIAs use trip generation rates published by the Institute of Transportation Engineers (ITE), and these rates are based on data collected at suburban sites. Our analysis of 22 smart growth sites in California found that estimates of evening peak-hour vehicle trips based on ITE rates were on average 1.5 times higher than observed rates at mixed-use developments, and 1.9 times higher than at infill sites. Though this analysis was based on data from a limited number of sites, this analysis along with results from other studies provides convincing evidence that ITE rates over-estimate trip generation for smart growth sites.

So what is the alternative? A few innovative communities have developed their own local trip generation rates, while others have worked with consultants to adjust ITE rates. We reviewed these methods and found that, while substantially better than the ITE rates, they still had flaws: data collection and analysis remained burdensome, few methods could be transferred to other communities, and some methods were insensitive to smart growth variables. Also, some of the methods were based on data from travel diary surveys rather than observed trip-generation data.

In a project funded by Caltrans, we developed a rigorous data collection method to count vehicle trips as accurately as possible at sites in smart growth areas. Smart growth sites present challenges for trip generation data collection because of mixed-use buildings, on-street parking, parking lots shared by multiple land uses, and internal doorways connecting to parking garages. To address these challenges, we

combined door counts and intercept surveys at 30 targeted land uses in central areas of Los Angeles, Oakland, Sacramento, and San Francisco. At these sites, ITE rates over-estimated vehicle trips by an average of 2.3 times in the morning peak-hour period and by 2.4 times in the evening peak-hour period.

We used these data and data collected by other researchers and consultants from more than 30 additional California smart growth sites to develop a new method for adjusting ITE rates for projects in smart growth areas. The method accounts for a variety of influences on vehicle trip generation, including characteristics of the site, adjacent streets, and surrounding neighborhood. The method uses a two-step process to adjust ITE estimates for smart growth developments:

- Step 1: Calculate a smart growth factor (SGF) to quantify how well the site represents smart growth characteristics. The SGF expresses the cumulative impact of variables such as distance from the site to the central business district, population density, job density, metered on-street parking, transit service near the site, building setback from the sidewalk and surface parking coverage at the site. All of the SGF components can be easily measured from available data sources.
- Step 2: Apply a morning or evening peak-period equation to calculate ITE adjustments. Both the morning and evening equations include the SGF from Step 1, indicator variables for office and coffee shop land uses, and an indicator variable for sites located within one mile of a university campus.

The equations adjust the number of trips estimated by ITE rates to provide a more accurate estimate of vehicle trip generation at a smart growth site. We built these equations into a free, user-friendly spreadsheet that can be downloaded and applied by practitioners during the TIA process.

Planners and developers now have an easy-to-use tool at their disposal to adjust ITE estimates. This more realistic assessment of automobile trip generation should make it easier for developers to get approval for projects in smart growth areas. Caltrans has funded two subsequent projects to collect additional data and improve upon this initial model. These efforts are part of a broad movement to improve trip generation practice. The recently updated ITE *Trip Generation Handbook* acknowledged the need to improve traditional methods.

It is particularly important for planners and developers to be able to estimate multi-modal trip generation in smart growth areas, since it can guide them to better allocate available right-of-way among different modes based on anticipated demand. Trip generation models can also influence the resources allocated to projects that upgrade sidewalks, bicycle lanes, safe roadway crossings, and public transit service. By supporting urban infill development in smart growth areas, this new tool can make our cities more sustainable and better places to live.

Robert J. Schneider, PhD, works at the Department of Urban Planning at the University of Wisconsin-Milwaukee; Susan L. Handy, PhD, works at the Department of Environmental Science and Policy at the University of California, Davis and Kevan Shafizadeh, PhD, works at the Department of Civil Engineering at the California State University in Sacramento.

Project Website: <http://ultrans.its.ucdavis.edu/projects/smart-growth-trip-generation>

Publications:

Schneider, R.J., S. Handy, and K. Shafizadeh. 2014. Trip Generation for Smart Growth Projects. Access 45 (Fall): 9-15.

Schneider, R., K. Shafizadeh, and S. Handy. 2015. Method to adjust Institute of Transportation Engineers vehicle trip-generation estimates in smart-growth areas. *Journal of Transportation and Land Use* 8(1): 69-83.

Schneider, R., K. Shafizadeh, B. Sperry, and S. Handy. 2013. Methodology to gather multimodal trip generation data in smart-growth areas. *Transportation Research Record* 2354: 68-85. DOI: 10.3141/2354-08

Shafizadeh, K., R. Lee, D. Niemeier, T. Parker, and S. Handy. 2012. Evaluation of the Operation and Accuracy of Available Smart Growth Trip Generation Methodologies for Use in California. *Transportation Research Record* 2307: 120-131.

Further Reading

Schneider, R.J., S. Handy, and K. Shafizadeh. 2014. Trip Generation for Smart Growth Projects. Access 45 (Fall): 9-15.

Schneider, R., K. Shafizadeh, and S. Handy. 2015. Method to adjust Institute of Transportation Engineers vehicle trip-generation estimates in smart-growth areas. *Journal of Transportation and Land Use* 8(1): 69-83.

Schneider, R., K. Shafizadeh, B. Sperry, and S. Handy. 2013. Methodology to gather multimodal trip generation data in smart-growth areas. *Transportation Research Record* 2354: 68-85. DOI: 10.3141/2354-08

Can State and Regional Efforts Change Local Land Use Planning and Reduce Sprawl?

Issue - California's SB 375 creates new expectations for the performance of land use. The law tasks regional Metropolitan Planning Organizations (MPOs) with developing land use strategies that, when paired with supportive transportation investments, will reduce vehicle miles travelled (VMT) and greenhouse gas (GHG) emissions. A fundamental challenge with this approach is that in California (as with many other states) land use authority is held by local governments, not MPOs. Individual cities and counties make the final decision when it comes to how land development occurs and whether it might reduce or intensify automobile reliance.

SB 375 highlights the complex relationship between upstream land use policy and downstream impacts. It raises salient questions regarding the ability of state or regionally crafted policies to influence local land use plans, policies, and outcomes; and how to observe policy impact and land use change over time.

What the Literature Tells Us

The effectiveness of state and regional policies to reduce sprawl is mixed. There is a sizeable literature examining the effectiveness of state efforts to shape land use, local plans, implementation activities, and ultimately the development that follows. Unfortunately, the evidence is inconclusive when it comes to identifying which of the many state policy mechanisms are most effective. Where state policies have been found to moderate land consumption, they do so at the margins. One approach

states have taken is designating targeted development zones, which does appear to make development in these areas somewhat more likely but does not necessarily prevent development from going to other areas. Also,

“Further, multi-causality makes it hard to definitively attribute on-the-ground development to land use plans or policies when other influential factors may be at play.”

state policies mandating that local plans be consistent with state goals appear to improve the quality of plans but do not necessarily reduce sprawl.

Regionally organized efforts to influence local land use are increasing but less common (and less studied) than state or local efforts. Most evidence on regional smart growth or urban containment initiatives is indirect and suggests modest influence over land use outcomes.

Typical land use pattern of a suburban community. Source: David Shankbone



Researchers have employed various frameworks for evaluating land use policies but rarely examine policy implementation.

Evaluations of local land use planning and policy have focused on planning outcomes that are largely process-oriented. Studies in this vein focus less on empirically observable plan or policy impacts, and more on the quality of planning, plans, and plan policies. Plan quality studies use content analysis to score plans numerically along key dimensions. Higher plan quality is generally demonstrated when plans provide more detailed information (fact bases) and policy goals include strong, implementation- or action-oriented recommendations. Plan or policy “stringency” is another approach evaluating the extensiveness and restrictiveness of land use regulation.

Policy goal-driven frameworks evaluate land use plans and regulations for their ability to reflect specific policy goals. This approach awards a plan points for articulating policies reflecting desired principles and for suggesting or requiring specific implementation strategies. A goal-driven framework could inform key evaluation needs under SB 375, given California’s explicit aim to reduce VMT and GHG emissions.

Implementation based frameworks are used less frequently but promise critical insights on the relationship between policies, plan, and outcomes.

Studies of plan implementation face empirical and methodological challenges, including absent consensus among the research community on how to define, observe or measure the success of plan implementation. Empirical, large sample, quantitative studies of plan implementation are rare. Further, multi-causality makes it hard to definitively attribute on-the-ground development to land use plans or policies when other influential factors may be at play.

Recommendations and Reflections

Strategic and ongoing evaluation of land use change is needed. Where state, regional or local governments seek to influence land use and development through policy, there exists both need and opportunity to monitor resulting land use changes. This need is particularly urgent in California, where

A Summary of Research on the Needed Empirical Evidence on Property Taxation and the Generation of Urban Sprawl*

Does the effective rate of property taxation in a United States urbanized area (UA) influence its occurrence of urban sprawl as measured by lack of population density?

Property taxation applies to both the land and improvement portions of the taxed parcel. The portion of the property tax falling upon land value is one of the best taxes – a result stemming from its inability to distort the supply of raw land. The portion falling upon improvement value (buildings and other fixtures) to the land is one of the worst taxes – per its discouragement of improvements to unimproved land (Oates and Schwab 2009). This is the basis for George's (1879) advocacy for a single tax on land value assessed on its highest and best use, and more contemporary arguments for limiting the rate of property taxation on mobile business activity (Kenyon, Langley, and Paquin 2012).

Given the likelihood that property taxation can theoretically distort the capital intensity of land use, the question remains of the real-world existence of this distortion, and its magnitude; chiefly, how does it translate into a policy-relevant outcome like the degree of urban sprawl (as measured by lack of population density) occurring in a United States UA. I

Inconclusive Nature of Previous Theoretical Findings

Bueckner (2000) was the first to consider the theoretical influence of the portion of the residential property tax levied on improvements to raw land using the simplifying assumptions of fixed populations in UAs and fixed dwelling size. Higher property taxation discourages residential improvements to land in the form of diminished use of high-rise structures that stack fixed-sized dwelling units upon each other (increased sprawl). He named this a distortionary *Improvement Effect*.

Bueckner and Kim's (2003) extension allows a household's dwelling size to vary with rate of property taxation. If the property tax is born by consumers in the form of a higher price per unit of dwelling space, they may then desire a smaller dwelling. A static urban population will accordingly live at a higher population density (decreased sprawl). This they designated a distortionary *Dwelling-Size*

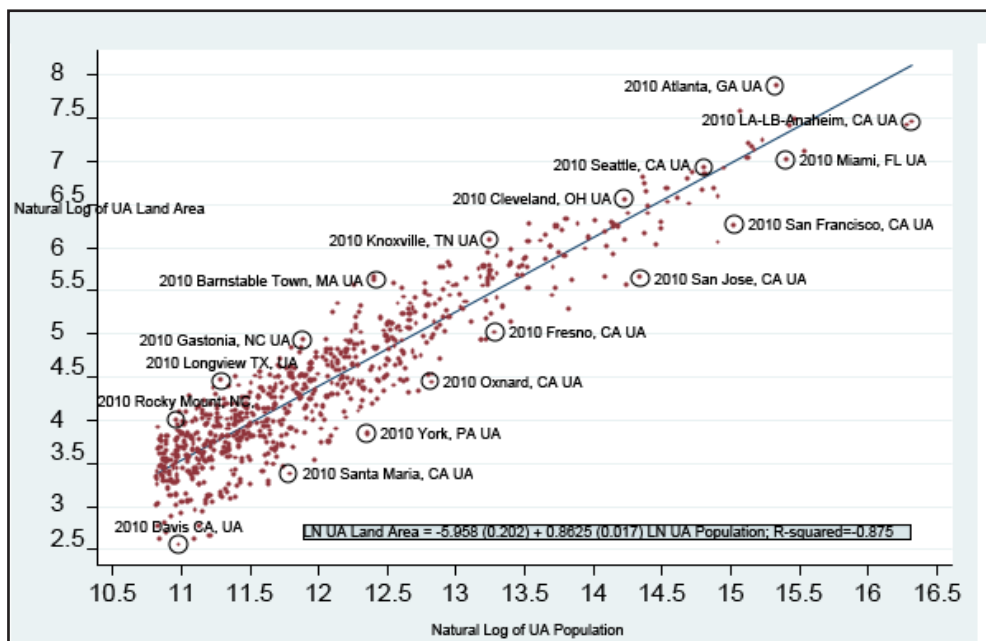


Figure 1: The Linear Relationship Between the Natural Logs of UA land Area and Population in 2000 and 2010. Source: Wassmer

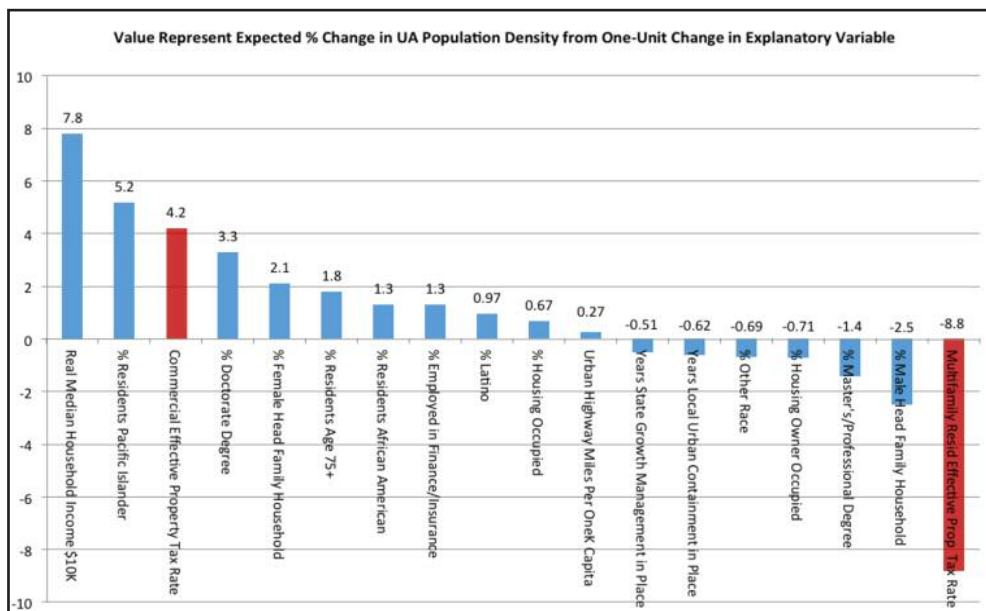


Figure 2: Fixed Effects Panel Data Regression Results. Source: Wassmer

Effect. The portion of the property tax assessed on improvements to land results in two theoretically possible, but distinctly opposite, effects on population density in a UA. An empirical analysis is necessary to determine which dominates.

Methods and Findings from the Previous Empirical Work

Song and Zenou (2006 and 2009) and others, provide empirical-based insights on

whether rate of property taxation in a United States UA influences its population density. Their findings are unfortunately not conclusive, but do offer a start upon which to build a better study.

Research Plan

See Figure 1 for the strong linear relationship existing between the natural logs of square miles and population in the 435

Increasing Highway Capacity Unlikely to Relieve Traffic Congestion

become more dispersed in response to the capacity increase. One study concludes that the full impact of capacity expansion on VMT materializes within five years and another concludes that the full effect takes as long as 10 years.

Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another. Some argue that increased capacity does not generate new VMT but rather that drivers simply shift from slower and more congested roads to the new or newly expanded roadway. Existing evidence does not support this argument. One study found “no conclusive evidence that increases in state highway lane-miles have affected traffic on other roads” while a more recent study concluded that “increasing lane kilometers for one type of

a region development occurs. ,

Conversely, reductions in roadway capacity tend to produce social and economic benefits without worsening traffic. The removal of elevated

freeway segments in San Francisco coupled with improvements to the at-grade Embarcadero and Octavia Boulevards has sparked an on-going revitalization of the surrounding areas while producing a significant drop in traffic. Many cities in Europe have adopted the strategy of closing streets in the central business district to vehicle traffic as an approach to economic revitalization, and this strategy is increasingly being adopted in cities

“One study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO₂ emissions in 2012 nationwide.”

road diverts little traffic from other types of roads”.

Increases in GHG emissions attributable to capacity expansion are substantial. One study predicted that the growth in VMT attributable to increased lane miles would produce an additional 43 million metric tons of CO₂ emissions in 2012 nationwide.

Capacity expansion does not increase employment or other economic activity. Economic development and job creation are often cited as compelling reasons for expanding the capacity of roadways. However, most studies of the impact of capacity expansion on development in a metropolitan region find no net increase in employment or other economic activity, though investments do influence where within

in the U.S., from New York City to San Francisco.

Further Reading

This article is drawn from the “Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions” policy brief and technical background memo prepared for the California Air Resources Board (CARB) by Susan Handy (University of California, Davis) and Marlon Boarnet (University of Southern California), which can be found on CARB’s website along with briefs and memos on 22 other land use and transportation strategies that impact vehicle use and GHG emissions. Website link: <http://arb.ca.gov/cc/sb375/policies/policies.htm>

Susan Handy is a Professor in the Department of Environmental Science and Policy at the University of California Davis; Laura Padolsky is the



405 freeway traffic. Source: Kevork Djansezian, Getty

Policy Directory for the National Center for Sustainable Transportation at the University of California Davis.

- ¹ Noland, R.B. and L.L. Lem. (2002). A review of the evidence for induced travel and changes in transportation and environmental policy in the US and the UK. *Transportation Research D*, 7, 1-26.
- ² Noland, R.B. and L.L. Lem. (2002).
- ³ Noland, R.B. and L.L. Lem. (2002).
- ⁴ Gorham, R. (2009). Demystifying Induced Travel Demand. Sustainable Urban Transport Document #1. Transport Policy Advisory Services on behalf of the Federal Ministry of Economic Cooperation and Development, Bonn, Germany. Available: <http://www.cleanairinstitute.org/cops/bd/file/gdt/49-GTZ-SUT-TD-ITD10.pdf>
- ⁵ Litman, T. (2010). Generated Traffic and Induced Travel: Implications for Transport Planning. Victoria Transport Policy Institute. Available: <http://www.vtpi.org/gentraf.pdf>
- ⁶ Hansen, M. and Y. Huang. (1997). Road Supply and Traffic in California Urban Areas. *Transportation Research A*, 31(3), 205-218.
- ⁷ Duranton, G. and M.A. Turner. (2011). The Fundamental Law of Road Congestion: Evidence from US Cities. *American Economic Review*, 101, 2616-2652.
- ⁸ Hansen and Huang. (1997).
- ⁹ Duranton and Turner. (2011).
- ¹⁰ Handy, S. (2005). Smart Growth and the Transportation-Land Use Connection: What Does the Research Tell us? *International Regional Science Review*, 28(2): 1-22.
- ¹¹ Handy, S. (2005)
- ¹² Funderberg, R., H. Nixon, M. Boarnet, and G. Ferguson. (2010). New Highways and Land Use Change: Results From a Quasi-Experimental Research Design. *Transportation Research A*, 44(2): 76-98.
- ¹³ Cervero, R., J. Kang, and K. Shively. (2009). From Elevated Freeways to Surface Boulevards: Neighborhood and Housing Price Impacts in San Francisco. *Journal of Urbanism*, 2(1), 31-50.
- ¹⁴ Hajdu, J.C. (1988). Pedestrian Malls in West Germany: Perceptions of their Role and Stages in their Development. *Journal of the American Planning Association*, 54(3): 325-335.

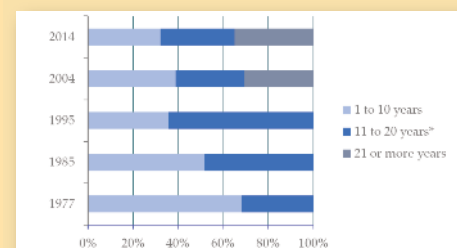
Planning Practice is Changing. Are You Ready to Plan for Tomorrow?

Finally, planners will continue to need to be leaders in promoting the basic values in our professional code of ethics. Society has become more polarized in recent years, and futurists see this trend continuing. This means that planners will need to stay in the middle of the fray, encouraging and facilitating communication across generations and political interests and addressing the

differential impacts of public policy on diverse constituents.

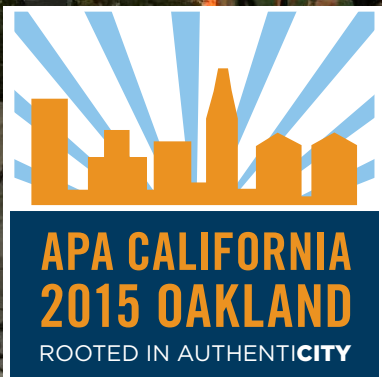
Linda C. Dalton, PhD, FAICP, is currently the interim University Planning Officer at Cal Poly/San Luis Obispo.

Note: This article draws the author's panel presentation at the national APA conference in Seattle in April 2015. Sources include the author's published research, biennial APA membership surveys, and reports by the Brookings Institution and by The World Future Society.



Planner Demographics. Source: Dalton

Thank You Oakland!



Opening reception at the Oakland Museum of California.

What a Successful Conference

California's roots in planning grew stronger last month as over 1,900 planners, speakers, and students attended the APA California Conference at the Oakland Convention Center. The conference featured over 130 sessions, presentations, and workshops in addition to 16 mobile workshops – a record setting amount of conference content – across six tracks. The diversity of the material would allow attendees to select how they would become "Rooted in AuthenticITY".

Our conference planning began back in July 2013 and we spent the first few Conference Host Committee (CHC) meetings working on the theme. We spent two meetings in the round and performed a dot exercise to select words and phrases that we felt best represented our host city. After these two meetings, we held 11

more CHC meetings.

Our logo was designed after the theme had been selected through an open design competition. Designed by Amie Krager of Circlepoint, our logo represented Oakland skyline and emphasized the city's solid roots. The colors communicated a sense of pride, and rays symbolize the community's potential and growth. The logo was an essential component of our conference and much like our theme – it was the result of an open process. This allowed the CHC to quickly embrace it.

We had nearly 100 volunteers on the CHC working on 9 subcommittees. Several members worked with two or more committees. These dedicated volunteers were essential to our conference's success. In addition to the 26 hours CHC members spent in meetings, they spent countless more hours reviewing presentation and mobile workshop proposals, setting up the Diversity Summit, seeking sponsors, organizing volunteers, selecting our merchandise, publicizing events, organizing an amazing opening reception, and writing a guide to local points of interest.

Over the four days of the conference, we heard that many attendees visited neighborhoods in Oakland or other communities in the Bay Area. The ease of transit from the host hotel allowed attendees to easily explore and see how

the concepts they learned in their sessions were being applied in the local area. Thus, the conference, the host city, and the region were considered parts of the experience for attendees and the Planners Guide was a resource we provided to help you explore.

For those that attended the conference, we hope you learned a great deal and enjoyed your time. As you expanded your knowledge, we hope you re-established your roots in the planning field. In the coming months and years we look forward to seeing what will blossom from your participation.

Student poster competition.

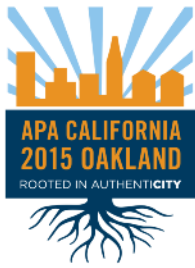


Presentations.



Co-chairs of the 2015 Conference.





Thank You to Our 2015 Sponsors


AECOM
**Michael Baker
INTERNATIONAL**
KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING/PLANNING

**GOLDEN
associates**
HELIX
Environmental Planning

MELÉNDREZ
LEA ELLIOTT

mintierharnish
Planning Tomorrow Today®

Kimley»Horn

Page/BMS Design Group
**raimi+
associates**
the nature of community

LSA
PLACEWORKS
Formerly The Planning Center | DC&E

ASCENT
ENVIRONMENTAL

GREEN DOT
transportation solutions

CDM Smith
ARUP
Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

bae urban economics

FEHR PEERS
Lilley PLANNING GROUP

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

**N
NELSON
NYGAARD**

WILLDAN
Celebrating 50 years of service

HNTB
**ENCODE
PLUS**

EVENT SPONSORSHIPS & ADVERTISING


PERKINS+WILL

IMPACT SCIENCES, INC.
RhodesPlanningGroup
DUDEK
DYETT & BHATIA
Urban and Regional Planners

LWC
also Web Consulting, Inc.

USC Lusk
Rosa Minority
Program in Real Estate

**CONSULTING
GPA**
HR&A
Analyze. Advise. Act.

ch2m
Dinwiddie & Associates
TRC
Results you can rely on

**CABOCHON
PROPERTIES, LLC**
**RONNY
KRAFT
CONSULTING**
TRANSPORTATION, INFRASTRUCTURE MANAGEMENT & CIVIL

VisionScape IMAGERY
A Visualization Firm

RUTGERS
Edward J. Bloustein School
of Planning and Public Policy

circlepoint
**UNIVERSITY OF
SAN FRANCISCO**
Master of Arts
in Urban Affairs

Conference photos source: James Castañeda, AICP

Thank You to the 2015 Conference Host Committee!

The California Chapter and attendees of the 2015 Conference in Oakland thank the Northern Section host committee members for their endless energy and dogged perseverance that led to a great conference in October. Until someone is part of a conference committee, it may not be apparent the endless meetings and calls and emails it takes to perfect – or at least to manage – a conference the size of California's [our Chapter conference is the largest in the country!]. For a 4-day conference to launch successfully and go on to provide quality sessions, keynotes, mobile workshops and meals is quite a feat where everything must come together – it isn't just luck!

So, 2015 CHC - take a little time to go back to your jobs and your lives before you gear up to host the 2019 APA National Conference in San Francisco! And, thank you!!



Betsy McCullough AICP
Vice President of Conferences
APA California Chapter

Student award winners.



CPF Auction.



Volunteers.



Energy Use by Buildings - Why Data is Critical

Buildings produce nearly 40% of urban greenhouse gases in Los Angeles County. We now know a great deal about vehicle greenhouse gas emissions – and fuel use – allowing you and I to decide to purchase a Prius or a Hummer, but we know little about building energy use. What is the difference in energy use between a house built in 1950 and 1990? An apartment built in 1930, 1950 or 1990?

Yet, the state is setting building energy efficiency standards that are both stringent and essential without this type of building energy use insight. SB 350 calls for energy efficiency improvements in buildings of 50% by 2030. This legislation has been enacted with no data available about building energy use. How will funding be efficiently allocated? Upon what kind of information, gathered by whom, accessible to whom? Without such building data, more California rate payer funds will be spent with no road map. Since 2002 with electricity deregulation, about \$13 billion rate payer funds have been spent on energy efficiency programs, but there are no baselines of before or after, anywhere. Local governments will shoulder much of the burden for implementing the programs that meet these goals, yet, historically have faced obstacles to obtaining the data needed to inform decision-making and investments. With the increased ambition of state goals, access to data is even more critical.

The LA Energy Atlas was developed through a collaboration of researchers at UCLA's California Center for Sustainable Communities, LA County, the Southern California Regional Energy Network and a group of stakeholders from throughout the region. The tool transforms a complex data set of over 500 million address level energy records into an elegant and easy to use website.

The LA Energy Atlas provides important new data mapping to implement energy conservation and efficiency programs in a targeted manner. It uses address level billing data for electricity and natural gas for each building in Los Angeles County. It includes data for the Edison service area, Southern California Gas Company, Los Angeles Department of Water and Power, Burbank Water and Power, Glendale Water and Power and the city of Long Beach Gas Company utilities. We matched billing data with building vintage, size, and use from the LA County assessor, and overlaid sociodemographic characteristics for the residential sector for billing data from 2006-2010. And we mask

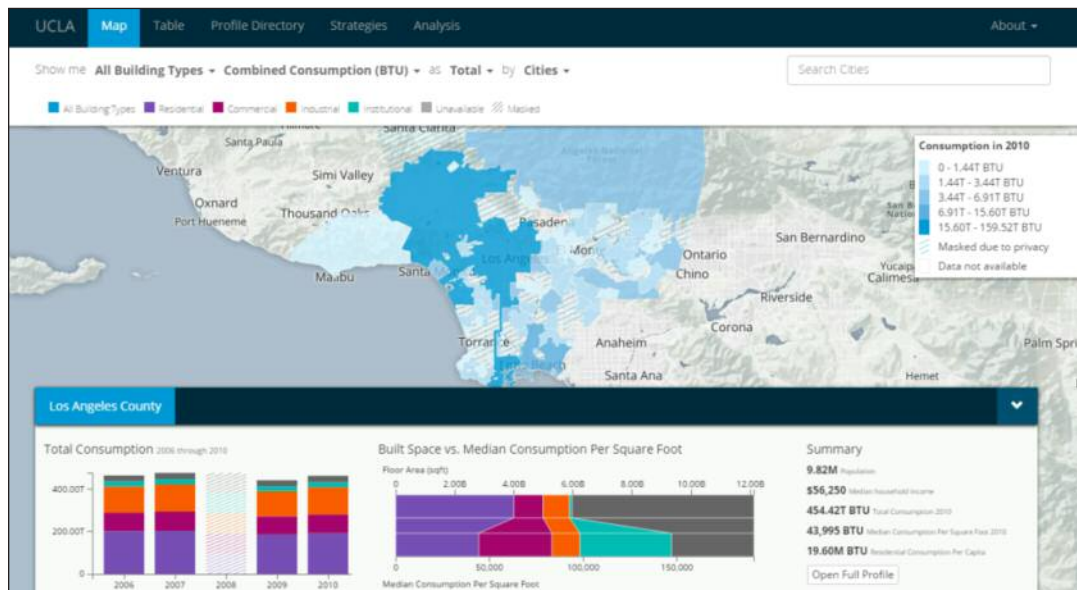
individual customer data by aggregating the analysis to Los Angeles Times delineated neighborhoods (272), cities (88), and Councils of Government (6). Information can be viewed as total consumption, median, median per square foot and median per capita at different geographic scales. Energy managers or climate

action planners can use the Atlas for their GHG emissions accounting, and can even determine which types of buildings are the most GHG emissions producing. Cities can more easily develop energy disclosure regulations with Atlas information.

What can you find out through using the Atlas? Cities can find the GHG emissions of their buildings, by building type and age. Cities can determine which buildings use the most gas or electricity, and in the residential sector, it is now possible to drill down to understand energy use by building age, by square foot, and

“The LA Energy Atlas provides important new data mapping to implement energy conservation and efficiency programs in a targeted manner.”

API



Energy Atlas. Source: UCLA



Green Building Consumption. Source: Siemens

Energy Use by Buildings - Why Data is Critical

by sociodemographic characteristics, including renter or owner. We found, for example, that Malibu residents use ten times more energy than those in Bell per capita. But the buildings in Bell are far less energy efficient, using more energy per square foot than those in Malibu. And Compton, one of the poorest communities in the region, actually has the highest median per square foot consumption. Those findings have implications for where we could intervene at a building and neighborhood level to make significant and rapid energy efficiency gains. The Atlas also shows that buildings built after 1990 are more efficient – especially in the residential sector – per square foot than older buildings. This may point to the effectiveness of Title 24 regulations. Unfortunately, size counts, so even houses that are better performing per square foot, may be energy hogs due to their sheer size.

Utilities have not done this analysis, nor any state agencies. Why? For one, energy data has been confidential, and under the control of the utilities. Only recently have academics had access to data under strict non-disclosure agreements. Further, for the utilities, such analysis is not really their responsibility. Their job is to deliver energy dependably and at an affordable rate, as well as to ensure shareholder return on investment. They are not staffed to do data matching and develop interactive web maps. Our website is powered by a geo-spatial relational database containing over 500 million records, including census data and county assessor building data like building age and size. We had to develop scripts to clean the data and to do data matching. We developed yet other algorithms to geocode the data. Paradoxically, the State agencies have not even had access to the individual billing data due to privacy protections. While that is finally changing, (under recently passed AB 802, the California Energy Commission's right to access data is now law) building this kind of tool, that included the services of web designers, statisticians, computer programmers and GIS scientists, takes experimentation and sophistication. Additionally, every utility and county is different. PG&E data is reported somewhat differently than SDG&E or Edison data. That is because each utility grew up separately, developing its own individual systems. The public utilities like the LA Department of Water and Power are different yet. To build a tool like the Atlas, raw data must be recoded into a common language so it can be mapped and aggregated. Further, each county has its

own County Assessor with its own coding for buildings and different counties may or may not have geocoders to spatially locate buildings. We were fortunate that Los Angeles County GIS has developed advanced systems and worked closely with us to help us map the billing data.

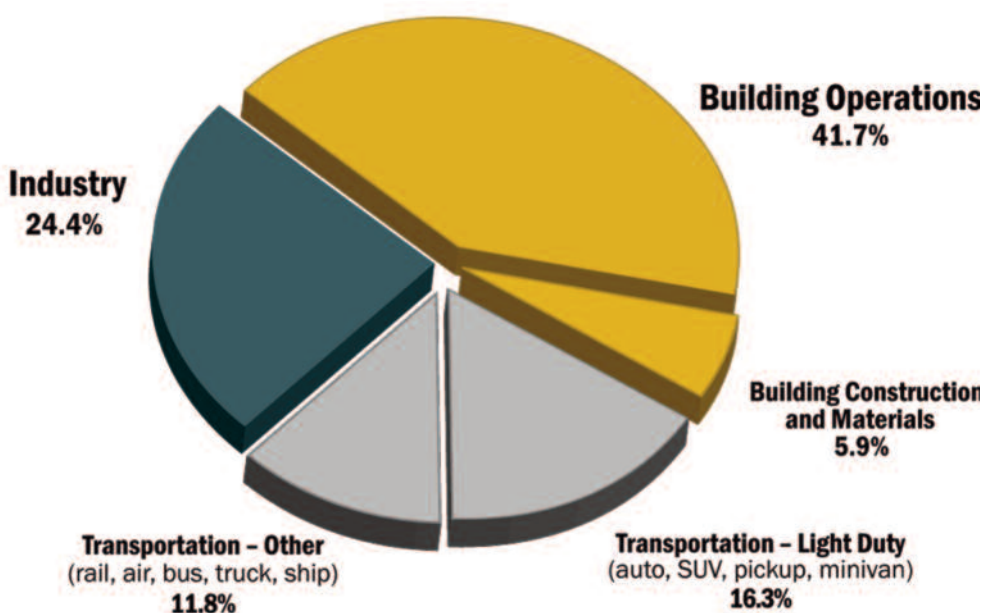
While there is some complexity in developing this kind of tool, the UCLA Energy Atlas paves the way to map the rest of the state. Not only is it possible to develop this kind of map – and this one covers 20% of the state; it is essential this type of work be done for the whole state so that the right buildings can be targeted for retrofits and rate payer funds used effectively. In addition to providing meaningful baseline information, the Energy Atlas provides an efficient way to track changes in consumption overtime and thus is a powerful platform for policy monitoring and evaluation. This next year we will be updating the Atlas with data from 2010-2015 including energy efficiency investments and the rest of southern California. The energy efficiency investment data will allow a much finer understanding of change over time by building characteristics. We will also be able to create

yearly baselines for the evaluation of program efficacy. Not all neighborhoods and buildings are the same – that means some energy conservation programs will work better in some places than others. Having this understanding will enable better investments. Building energy data is a cornerstone to implementing SB 350 and to reducing GHG emissions too. Buildings will be more comfortable and people's bills will be reduced. Such a tool provides the right kind of data for program implementers and for those interested in understanding how and why buildings perform the way they do.

We look forward to input and comments about the Energy Atlas. This is meant to be a community asset and we look forward to including new geographical areas. Los Angeles County has been and is our partner in this initiative, providing funding and guidance. Partnerships such as this are at the heart of a successful future for the state. Check out <http://www.energyatlas.ucla.edu>.

Stephanie Pincetl is the Director of the California Center for Sustainable Communities, Institute of the Environment and Sustainability, UCLA.

“...the Energy Atlas provides an efficient way to track changes in consumption overtime and thus is a powerful platform for policy monitoring and evaluation.”



U.S. Energy Consumption by Sector

Source: ©2013 2030, Inc. / Architecture 2030. All Rights Reserved.
Data Source: U.S. Energy Information Administration (2012).

A Summary of Research on the Needed Empirical Evidence on Property Taxation and the Generation of Urban Sprawl*

comparable United States UAs in 2000 and 2010. After controlling for other factors responsible for variation in UA population density, the purpose of this study is to measure the influence of effective rates of property taxation as independent causes for being off this fitted line – above (below) the line, indicating greater (less) sprawl. I accomplish this through a panel-data regression analysis that control for fixed effects that do not vary across the two observed years.

Regression Specification

After controlling for other factors expected to influence population density, the key result sought is measurement of the influence of different effective rates of property taxation on population density. Relying upon an extensive review of the earlier theoretical and empirical work on this topic (provided in the full working paper), I model the regression specification as:

- (1) Natural Log UA Population Density
= f (Effective Property Tax Rates,
Resident
Housing Preference, Development
Constraints, Commuting Cost, Urban
Fringe
Land Cost, Flight From Blight, Economic
Factors, Local Fiscal Structure, Local
Political Institutions, Preferential
Property Tax Treatment, Historic
Housing
Stock, Geography, 2010 Dummy).

Equation (1) indicates that differences in population density across United States urbanized areas in 2000 and 2010 is a function of the 14 broad causal categories indicated in the parentheses. Explanatory variables were then found to represent each of these categories so they could be controlled for in the statistical method of regression analysis that allows for an independent calculation of the influence of different forms (commercial, industrial, single-family residential, and multifamily residential) on UA population density.

Regression Results

Figure 2 summarizes the results derived from the regression analysis. Values represent the expected percentage increase in population density after a one-unit increase in a respective explanatory variable (holding other explanatory factors included in the regression constant).

Concluding Thoughts

This study finds that a one-percentage point increase in the effective rate of taxation on commercial property in a United States UA results in about a four percent increase in population density (decreased sprawl). While the same one-percentage point increase in the effective rate of property taxation charged a multifamily residential property results in an approximate nine percent decrease in population density (increased sprawl).

A feasible policy implication from this analysis is the use of an increase in the rate of effective commercial property taxation in a United States UA to increase the population density (reduce urban sprawl) of that UA. While a decrease in the rate of effective property taxation applied to multifamily residential (apartment) properties would do the same. Based upon the findings that the magnitude of an equal multifamily residential effective property tax rate decrease is over twice that of an equal commercial effective property tax rate increase, a balanced-budget imposition of this policy requires less of a cut in the absolute effective commercial rate than an increase in the absolute effective multifamily rate.

How does a policymaker go about changing the effective rate of property taxation on a specific class of property? As noted in state-by-state data collected by the Lincoln Institute of Land Policy, 33 states (of which CA is not included) in 2013 operated under a classified system of property taxation that allowed for the differential treatment of classes of property (like commercial, industrial, multifamily residential, and single family residential) through variances in assessment to market value ratios and/or differences in statutory rates. Conceivably, localities within a UA in the states that allow for differential property tax treatment by class (either through a change in assessment ratio and/or statutory rate) could directly institute this policy change. Urbanized areas in the 12 states in 2012 that allow for property tax abatement in the residential class of property (of which CA is not included) could alternatively use this program to achieve the prescribed reduction in effective property taxation (Kenyon, Langley, and Paquin 2012). Urbanized areas in states (like CA) that do not allow for differences in tax treatment of property by class or abatement would need to lobby their state

legislature for such allowances to do this.

Robert W. Wassmer, PhD, is a Professor in the Department of Public Policy and Administration with a Masters of Science in Urban Land Development from California State University, Sacramento. (916) 278-6304, rwassme@csus.edu, www.csus.edu/indiv/w/wassmerr

¹ Ewing, et al. (2007) and Bart (2010) offers example of research tying urban sprawl to the highly policy relevant outcome of climate change. While Yang and Jargowsky (2006) offers evidence on smaller declines in economic segregation (an equally relevant policy outcome) in U.S. metropolitan areas that suburbanized more rapidly during the 1990s.

*Support for this research received from a 2014-15 David C. Lincoln Fellowship in Land Value Taxation provided by the Lincoln Institute of Land Policy. A copy of the full working paper is available from the author or at https://www.lincolnst.edu/pubs/Default.aspx?pub_type=3 after January 2016.

References

- Bart, I. (2010). Urban Sprawl and Climate Change: A statistical Exploration of Cause and Effect, with Policy Options for the EU. *Land Use Policy* 27(2): 283-292.
- Brueckner, J. (2000). *Property Taxation and Urban Sprawl*. In *Property Taxation and Local Government Finance*, ed. W. Oates. Cambridge, MA: Lincoln Institute of Land Policy.
- Brueckner, J. and H. Kim (2003). Urban Sprawl and the Property Tax. *International Tax and Public Finance* 10(1): 5-23.
- Ewing, R., K. Bartholomew, S. Winkelman, J. Walters, and D. Chen (2007). *Growing Cooler: The Evidence on Urban Development and Climate Change*. Washington, D.C.: Urban Land Institute. <http://www.smartgrowthamerica.org/growing-cooler>.
- George, H. (1879). *Progress and Poverty*. New York, New York: Robert Schalkenbach Foundation.
- Kenyon, D., A. Langley, and B. Paquin (2012). *Rethinking Property Tax Incentives for Business*. Cambridge, MA: Lincoln Institute of Land Policy: 51-72.
- Lincoln Institute of Land Policy. Property Tax Classification. *Significant Features of the Property Tax*. https://www.lincolnst.edu/subcenters/significant-features-property-tax/Report_Property_Tax_Classification.aspx.
- Oates, W., and R. Schwab (2009). The Simple Analytics of Land Taxation. In *Land Value Taxation: Theory, Evidence, and Practice*, eds. R.F. Dye and R.W. England, Cambridge, MA: Lincoln Institute of Land Policy: 51-72.
- Song, Y., and Y. Zenou (2006). Property Tax and Urban Sprawl: Theory and Implications for U.S. cities. *Journal of Urban Economics* 60(3): 519-534.
- Song, Y., and Y. Zenou (2009). How Differences in Property Taxes within Cities Affect Urban Sprawl? *Journal of Regional Science* (49)5: 801-831.
- Yang, R. and P. Jargowsky (2006). Suburban Development and Economic Segregation in the 1990s. *Journal of Urban Affairs* 28(3): 253-273.

JOHN TERELL, AICP | VP Policy & Legislation

SANDE GEORGE | Lobbyist

LAUREN DEVALENCIA Y SANCHEZ |
Lobbyist

APA California Legislative Update

End of Session

The 2015 Legislative Session ended on September 11, 2015. As always there were a few surprises on the last few nights of session, including the resurrection of the Governor's budget trailer bill revising redevelopment law, which is discussed below. The Governor now has until October 11th to sign or veto all bills that made it to his desk.

The Governor's Office of Planning and Research released a preliminary discussion draft of updates to the CEQA Guidelines. A copy of the draft is available here:

http://opr.ca.gov/s_ceqaguidelines.php. APA

California will be providing comments through our ECAT working group, which will be posted on the APA California website.

Below is a list of key planning bills that APA California actively lobbied this session. To view the full list of hot planning bills, copies of the measures, up-to-the minute status and APA California positions, please continue to visit the legislative page on APA California's website at www.apacalifornia.org.

AB 2 (Alejo) Community Revitalization Authorities

This bill would authorize local agencies to form a Community Revitalization Authority (CRIA) within a community revitalization and investment area. A CRIA would be authorized to invest the property tax increment of consenting local agencies (other than schools) and other available funding to improve conditions leading to increased employment opportunities, including reducing high crime rates, repairing deteriorated and inadequate infrastructure, and developing affordable housing. The language is substantially the same as AB 2280 from last year, which APA California supported. The Governor vetoed the bill last year because the new provisions were within the former redevelopment statutes, so the bill was reintroduced this year in an entirely new area of the code with the hope that the Governor this time would sign this important redevelopment alternative – which he did on the same day he signed SB 107, his redevelopment budget trailer bill.

APA California Position: Support

Status : SIGNED BY THE GOVERNOR



AB 35 (Chiu & Speaker Atkins) Affordable Housing Funding

This bill would increase the amount of the state Low Income Housing Tax Credit by \$100 million, which would create access to new federal resources for the state with the goal to create thousands of new affordable homes and jobs. APA supports new funding sources for affordable housing.

APA California Position: Support
Status : On the Governor's Desk

AB 57 (Quirk) Cell Tower Permitting

This bill references the shot clock section of the 2009 Federal Communications Commission Ruling on wireless infrastructure siting. The shot clock timeframes are 90 days to approve an application for collocations and 150 days to approve an application for brand new sites. However, this bill would go beyond the Ruling by adding a deemed approved provision to brand new sites – something that the FCC denied twice. Also, the bill doesn't clearly state the ability to toll the clock or address how CEQA review completion could affect the timeframe, even though it is referenced in other sections of the Ruling. While the author had committed many times to amending the bill to address CEQA, he never did. If this bill is signed into law, carriers could essentially run the clock out to get permit approval, even if important aspects of the application are not complete. Unfortunately this could force jurisdictions to deny the application in order to meet the shot clock deadline, rather than work with carriers to get to a viable, safe and esthetically appropriate design. The bill did make it to the Governor's desk. APA California met with the Governor's staff to express our concerns and urge that the Governor veto the bill.

APA California Position: Oppose

Status : SIGNED BY THE GOVERNOR

AB 266 (Bonta)/AB 243 (Wood)/SB 643 (McGuire) Local Regulation of Medical Marijuana

These bills set up a regulatory framework for the regulation of medical marijuana. The Department of Consumer Affairs along with the Department of Health and Food and Agriculture will create these regulations and oversee the program. These bills still allow a county or city to enforce local zoning and permitting of medical marijuana dispensaries. And local jurisdictions retain the power to assess fees and taxes on facilities that are licensed. Previous legislation in this area has often sought to preempt local zoning and planning restrictions. While these bills have been in print and moving since the beginning of session, it has been a work in process. During the last few weeks of session the Department of Consumer Affairs along with the authors of the bills worked closely with the Governor's office to finalize the language we now see. APA California supported the bills to ensure that local governments continue to have a prominent role in any framework for medical marijuana in our communities.

APA California Position: Support
Status: SIGNED BY THE GOVERNOR

AB 718 (Chu) Right to Use Vehicles for Human Habitation

This bill would have prohibited local governments from prohibiting or otherwise penalizing by impoundment or other method, the act of sleeping or resting in a lawfully parked motor vehicle as a way of dealing with the absence of adequate shelter beds in California. It would have provided specific exemptions to still allow a law enforcement officer to arrest, cite, or otherwise penalize an occupant of a motor vehicle for any criminal activity or violation of the vehicle code; enforce any criminal activity or

▶ P13 APA California Legislative Update

violation of the vehicle code by the occupant of the motor vehicle; and enforce local ordinances that restrict the use of public streets for vehicle storage. Because the bill stated that the vehicle must be "a lawfully parked motor vehicle", the bill did not prevent local governments from establishing local parking regulations to address the hours a vehicle can be parked on the street, or from prohibiting overnight parking unless a vehicle obtains a residential permit. The bill did appear however to prohibit local ordinances that prohibit people from using a vehicle parked or standing on any city street or parking lot as living quarters either overnight, or day-by-day, consistent with the US Court of Appeals for the Ninth Circuit in June 2014 in *Desertrain v. City of Los Angeles*. In that case, the court found that LA's ordinance paved the way for law enforcement to target the homeless and was therefore unconstitutionally vague. The bill was not able to get enough votes on the Senate floor to pass, and did not move forward this year. As a two-year bill, it could be taken up again in January. However, it looks like the focus of legislation next year will be on the broader issue of how to deal specifically with homelessness – APA California will be involved with those discussions.

APA California Position: Oppose
Status : Two-Year Bill

AB 744 (Chau) Elimination of Parking Minimums

AB 744 as originally drafted would have eliminated parking minimum requirements for density bonus housing projects, special needs housing and senior housing if the housing is near a transit rich area. APA shared the author's goal to encourage infill housing by not overburdening development near active transit. However, APA requested several amendments to target the no minimum parking mandate in the bill to 100% affordable housing projects where studies have shown residents do have fewer cars, ensure the housing had parking alternatives available to residents and access to unobstructed transit near the housing so reduced parking would not negatively impact surrounding uses with spillover parking, and allow cities and counties to still require parking minimums up to the current Density Bonus parking minimums based on a recent traffic study. However, the Legislature pushed the author to include some parking minimum for even 100% affordable projects to ensure projects would not be entitled to "no parking", which the author and sponsors agreed to accept. As a result, the bill as it went to the Governor includes APA's suggested amendments except for alternative parking requirements, and prohibits local governments

from requiring minimum parking ratios:

- Greater than 0.5 spaces per bedroom for a development that includes, at least 20% low income or 11% very low income housing units and is within one-half mile of a major transit stop.
- Greater than 0.5 spaces per unit for a development that is entirely composed of low or very low income rental housing units and is within ½ mile of a major transit stop.
- Greater than 0.5 spaces per unit for a development that:
 1. Is a senior citizen development renting to individuals 62 years of age or older;
 2. Is entirely composed of low or very low income rental housing units, and;
 3. Has paratransit or is located within one-half mile of a bus line that runs at least eight times per day.
- Greater than 0.3 spaces per unit for a development that:
 1. Is a special needs housing development, defined as a development for the benefit of persons with mental health needs, physical or developmental disabilities, or those at risk of homelessness;
 2. Is entirely composed of low or very low income rental housing units, and;
 3. Has paratransit or is located within one-half mile of a bus line that runs at least eight times per day.

These ratios include parking set aside for guests and handicapped spaces. AB 744 also allows a local government to impose a parking ratio up to the ratios allowed in current law, for developments that receive density bonuses if the local government makes findings that a higher parking ratio is needed, based on findings in any parking study conducted for the area in the past seven years that demonstrates the need.

With these amendments APA withdrew our request for parking alternatives for these projects, and supported the bill as amended by the author.

APA California Position: Support
Status : SIGNED BY THE GOVERNOR

AB 771 (Speaker Atkins) Historic Preservation Tax Credit

This bill would allow a 20% - 25% tax credit for expenses incurred for rehabilitation of a certified historic structure or a qualified residence. APA California supports incentives to preserve historic buildings in California.

APA California Position: Support
Status : Two-Year Bill

AB 806 (Dodd) Wireless Antenna Permitting Exemptions

This bill was recently gutted and amended to exempt strand mounted antennas used for video, voice or data service from additional permitting requirements as long as they are attached to communications infrastructure constructed with state permitting requirements. The author amended the bill right before the policy deadline so it will be a two-year bill. He stated that the bill is needed because local governments are considering adopting regulations to require additional permits for this equipment. APA California has reached out to the author to understand the issue and asked the Legislative Review Teams for feedback on the bill.

APA California Position: Review
Status : Two-Year Bill

AB 1303 (Gray) Map Act Extension for Disadvantaged Cities and Counties

This bill, an urgency measure, would provide for an automatic 24-month extension for unexpired subdivision maps approved after January 1, 2002, and not later than July 11, 2013. It would also require the extension of an approved or conditionally approved subdivision map approved on or before December 31, 2001, upon application by the subdivider at least 90 days prior to the expiration of the map, authorizing the extension to be approved, conditionally approved, or denied if the map is determined not to be consistent with applicable zoning and general plan requirements in effect when the application is filed. These extensions however would only apply to counties that meet the following criteria: The annual mean household income within the county is less than 80% of the statewide annual mean income; the county's annual non-seasonal unemployment rate is at least 3% higher than the statewide annual non-seasonal unemployment rate; or the poverty rate within the county's population is at least 4% higher than the statewide median poverty rate.

APA California Position: No Position
Status : SIGNED BY THE GOVERNOR

AB 1344 (Jones) Charter School Siting

This bill would establish a process for school districts to override local zoning ordinances in the siting of charter schools at the charter school's request. While public schools are able to do this under current law, charter schools don't go through the same state oversight as public schools when applying for permits. Charter schools also are not required to notify the local jurisdiction that they plan to override local zoning. If this bill moves in 2016, it

will need to be amended to ensure that the city or county is notified of the process and is part of the discussion with the school district and charter schools before such overrides are authorized.

APA California Position: Oppose
Status : Two-Year Bill

AB 1335 (Speaker Atkins) Building Homes and Jobs Act

This bill would enact the Building Homes and Jobs Act. The bill would impose a fee of \$75 to be paid at the time of the recording of every real estate transaction, except housing purchases, to be used as an ongoing source of funding for affordable housing. Given the loss of redevelopment and federal housing funding, APA California is supportive of the Speaker's efforts to find a permanent source of funding for the construction of affordable housing. She has expressed support for including a bill to provide a permanent source of affordable housing funding as part of any package approved pursuant to the Special Session on Transportation and Health Funding. (The Special Session did not result in legislation before the Legislature broke for interim, but a joint Senate and Assembly Conference Committee is expected to begin hearings this fall on potential components of any special session legislative solutions.)

APA California Position: Support
Status : Two-Year Bill

AB 1500 (Maienschein) CEQA Exemptions for Homeless Complex Projects

This bill would have exempted "homeless complex projects" from CEQA. While APA is supportive of streamlining approval of projects that would assist the homeless population, especially given that there are very few emergency shelters in California, the original definition of "homeless complex" in the bill went far beyond emergency shelters. The bill did not require other facilities, affordable housing or other undefined related projects providing services to the shelters -- that would have also been exempted from CEQA -- to be on the same property, within close proximity, or tied exclusively to the emergency homeless shelters -- they could have been stand-alone projects. Nor were there any requirements that such facilities remain in service to the emergency shelters for any specific length of time in order to receive the CEQA exemption. APA California made suggestions to the author to help narrow the definitions in the bill. The bill was amended to change "homeless complex projects" to "priority housing project", remove from the CEQA exemption buildings that

provide services to the homeless, narrow the definition of low-income housing, and require the projects requesting the CEQA exemption to retain their original uses and services to receive the exemption.

APA California Position: Support as Amended
Status : Two-Year Bill

SB 107 (Leno – Governor's Budget Trailer Bill) Redevelopment Law Changes

This bill includes additional provisions to clarify and amend existing law governing the dissolution of redevelopment agencies (RDAs) and the wind-down of their existing activities and obligations. In addition, the measure addresses several ongoing issues relating to state-local fiscal disputes. This bill was amended on the second to the last day of session and is the Governor's/Department of Finance's redevelopment "clean up" measure. The late amendments made it difficult for many cities and counties to determine the actual impact in time for the votes on the floor. However, there is general agreement that the bill will result in winners and losers, which has placed differing cities and counties on both sides of the bill. Senator Leno, the bill's author, agreed to put in a letter to the Journal clarifying that the \$5 million infrastructure loan repayment cap in the amended bill would apply per each loan, not per jurisdiction (it isn't cumulative). It will also clarify that the bill will not result in denial of a loan previously approved prior to the effective date of the bill, or impact the Watsonville and Glendale lawsuit decisions. And, the bill will not prohibit a nonprofit from collecting attorney fees if it is successful in any action against a successor agency.

APA California Position: Watch
Status : SIGNED BY THE GOVERNOR

SB 122 (Jackson and Hill) CEQA Reform

This bill would have allowed for a concurrent preparation of the administrative record at the request of a project applicant and with the consent of the lead agency. APA California supported this option but suggested that the bill be amended to exclude emails that could eventually become part of an administrative record from the requirement to be posted on-line, as this would require a huge amount of staff and lawyer time to stay on pace. That amendment was not accepted, but given that this process is at the discretion of the lead agency, feasible processes for posting should be able to be put in place that are directly related to the administrative record. SB 122 would have also required lead agencies to submit environmental documents to OPR and require that those documents be available on-line to

the public. This would have improved public access to these documents, although APA suggested to the author further streamlining strategies that could be accomplished once the website is up and running. The bill also originally stated the intent of the Legislature to enact legislation establishing a public review period for a final environmental impact report -- an extra 30-day review. To eliminate opposition to this proposal, the bill was amended to remove this intent language. However, APA would support a remedy that will address the problem of written comments submitted to the lead agency late in the CEQA process or during the final hearing. These late comments do not allow adequate time for the lead agency to review and analyze what can be volumes of material that in many cases could have been provided much earlier in the process. Unfortunately, the bill was held in the Assembly Appropriations Committee. The author believes she will be able to successfully move the bill to the Governor in early 2016.

APA California Position: Support if Amended
Status : Two-Year Bill

SB 379 (Jackson) Climate Adaptation in General Plan

SB 379 requires cities and counties to review and update their safety elements to address climate adaptation and resiliency strategies applicable to the city or county. APA worked with the author and stakeholders to ensure that applicable climate adaptation and resiliency strategies are addressed at the local level. We suggested that rather than starting with a brand new process, however, that the bill be amended to allow cities and counties to tier off of the existing Hazard Mitigation Plan (HMP) process when it is amended every five years, adding planning-related strategies in the Safety Element as appropriate and including the HMP as a reference. The bill was amended to make that change, and for cities and counties that do not have an HMP, the bill was amended to require the Safety Element to be reviewed and updated as necessary beginning on or before January 1, 2022, rather than tying it to the next Housing Element revision. Equivalent local Climate Action Plans or other climate adaptation documents or plans were also added to the types of documents that can be used to meet the SB 379 requirements. In addition, this bill has sparked a parallel effort with the Office of Emergency Services to ensure that planning and building departments will be at the table when the HMP's are being updated or adopted to better coordinate this process in the future.

APA California Position: Support as Amended
Status : SIGNED BY THE GOVERNOR

Your APA California Election Results

This month, four members assume a new role on the APA California Board of Directors. These individuals have made a significant commitment to continue the Chapter's efforts in developing programs, communicating news,

President-Elect

Pete Parkinson, AICP | Northern Section



VP for

Administration

Kristen Asp, AICP | City of Glendale
Los Angeles Section



VP for Public Information

Marc Yeber, ASLA | Cont-X Studio
Los Angeles Section



VP for Membership & Marketing

Greg Konar | Atkins
San Diego Section



APA California also welcomes two new elected Board Members to the California Planning Government Foundation (CPF), our affiliate organization in promoting planning education throughout the state. CPF also elected a new president for the 2016-2017 term.

CPF President

Juan Borrelli, AICP | City of San Jose
Northern Section

CPF Board Members

Tammy Seale | Michael Baker International
Central Coast Section

Alison Spindler | City of Long Beach
Los Angeles Section

Please join me in thanking all of our very qualified candidates who participated in the 2015 APA California elections. Our volunteer spirit is what makes APA California what it is!

NINA IDEMUDIA | Young Planners Coordinator

#IAmPlanning: Bridging the Gap Between Planning and Activism

I am excited to recap the amazing things going on for the Young Planners Group (YPG) in California during Planning Month in October.

YPG California, in collaboration with EIG Group, launched the #IAmPlanning Social Media Campaign. This campaign gives young planners, both APA members and non-members, the opportunity to share the reasons they chose the planning profession. The purpose of the campaign is to highlight the different faces and backgrounds of young planners across the nation.

#IAmPlanning is a great way to engage a new generation of planners in the American Planning Association at the local,

state, and national level. Those who participated will also have the opportunity to be featured in a future issue of the

CalPlanner, EIG Group's blog, and APA Los Angeles's Instagram Account (@apa_losangeles). **NI**



#IAmPlanning



SNAP a picture with a "#IAmPlanning because ____" sign.



CAPTION with an explanation and a friend to join the campaign.



HASHTAG #IAmPlanning #YPGCalifornia and your APA section.



TAG @AmericanPlanningAssociation, @planwiththeig, a friend and your APA section.



SHARE Twitter, Facebook, Instagram, Tumblr etc.



Can State and Regional Efforts Change Local Land Use Planning and Reduce Sprawl?



MPO V COG Map. Source: Caltrans

plans, zoning ordinances, and development decisions subsequently adopted by local government); and ultimate outcomes, observed and measured in on-the-ground changes in land development. Such evaluation would examine two main questions at regular intervals. First, is upstream regional and local planning changing? Here, evidence from land use plans, zoning ordinances, and development policies will be informative. Second, are downstream development patterns changing? If so, how? What on-the-ground land use changes are observable? Do they support reduced auto use?

More work is needed to identify which data could best

“Available studies are a starting point, but a separate effort is needed to identify the data best able to support statewide monitoring of land use change.”

state law pins the achievement of GHG reduction goals to changes in local land use and development patterns. Existing literature gaps suggest both the need for this monitoring effort and its potential contribution to knowledge about relationships between higher level policy (crafted by states, regions, or local governments); intermediate plans (land use

support statewide monitoring of land use change. Existing studies employ many different data sources and variables to evaluate changes in land use, urban form, and transportation accessibility over time. Available studies are a starting point, but a separate effort is needed to identify the data best able to support statewide monitoring of land use change.

Further Reading

This article is drawn from the full white paper, “Measuring Land Use Performance: Policy, Plan, and Outcome” prepared for the National Center for Sustainable Transportation by Gian-Claudia Sciara. The paper can be found at: ncst.ucdavis.edu/white-paper/ucd-ct3

Gian-Claudia Sciara, PhD, AICP is Assistant Professional Researcher at the Urban Land Use and Transportation Center (ULTRANS) at the University of California, Davis.



J. LAURENCE MINTIER, FAICP |
Chapter Historian, Northern

APA California Chapter Board Approves Changes to History Awards Program

At its October 3 meeting, the APA California Chapter Board approved a package of changes to the criteria and procedures for the Planning Landmark and Planning Pioneer Awards. The recommended changes were the result of a year-long discussion by a panel of Cal Chapter APA members, which included Vivian Kahn, Gus Gonzales, Ken Bernstein, George Osner, Juan Borrrelli, Janet Ruggiero, and Chapter Co-Historians Steve Preston and Larry Mintier. One of the biggest concerns of the panel was that the criteria we are using in California are based on the National criteria, which focuses on national historical significance.

To address this concern the Chapter Board approved the panel's recommendation to create criteria that are based on California historical significance. Starting in 2016, nominations for the Landmark and Pioneer awards will first be judged based on California criteria, with the option to also nominate the landmark or pioneer for submission to the national awards program. The California criteria are identical to the National criteria, except for the substitution of “California,” “state,” or “statewide” for “American,” “United States,” “national,” or “country.” These changes will be reflected in amendments to Cal Chapter Awards Policy and explained in the awards application package.

The Board also approved recommendations to revise the Cal Chapter Awards Policy to clear up some confusion about how the awards process works for the Landmark and Pioneer Awards; to encourage every Cal Chapter section to appoint a section historian or assign this responsibility to an existing section officer (only three of the eight sections currently have appointed section historians); and to make recommendations to APA National for how they might revise their criteria and process for the Landmark and Pioneer Awards.



www.migcom.com

LAMPHIER - GREGORY
URBAN PLANNING & ENVIRONMENTAL ANALYSIS



1944 Embarcadero
Oakland, CA 94606
510 535 6690
510 535 6699 fax

DYETT & BHATIA
Urban and Regional Planners

dyettandbhatia.com : General Plans
575 Sansome St. Suite 400 : Urban Design
San Francisco, CA 94111 : Specific Plans
415.956.4300 : Zoning
Environmental Planning

DUDEK

Natural Resources
Management &
Environmental Planning

PLAN | DESIGN | PERMIT | CONSTRUCT | MANAGE

Dudek.com

San Diego
San Juan Capistrano
Riverside
Palm Desert
Los Angeles
Santa Barbara
Sacramento
Auburn
San Francisco

GRUENASSOCIATES

Architecture Master Planning
Urban Design Specific Plans
Transportation Planning Transit-Oriented Development
New Community Planning Campus Planning
Community Participation Landscape Architecture

carbrey@gruenassociates.com tel 323 937 4270
www.gruenassociates.com fax 323 937 6001
6330 San Vicente Blvd., Suite 200, Los Angeles, CA 90048

Heffernan Professional Practices

Specialists in Insurance for
Planning Professionals

Marsha Bastian 6 Hutton Centre Dr., Ste. 500
marshab@heffins.com Santa Ana, CA 92707
714.361.7716 hppib.com

EMC PLANNING GROUP INC.
A LAND USE PLANNING & DESIGN FIRM

Community Planning • Municipal Staff Support • CEQA/NEPA Compliance
Permitting & Regulatory Compliance • Climate Change • Visual Simulations
Natural Resources Assessment • GIS/Mapping • Development Feasibility

www.emcplanning.com • 831.649.1799 • Monterey, CA

PCR SERVICES CORPORATION

Environmental Planning & Documentation
Biological Services
Air Quality & Climate Change
Acoustics
Archaeological & Paleontological Resources
Historic Resources

Santa Monica TEL 310.451.4488 Irvine TEL 949.753.7001 Pasadena TEL 626.284.6170 www.pcrnet.com

LSA

LSA ASSOCIATES INC.

www.lsa-assoc.com

PLANNING | ENVIRONMENTAL SCIENCES | DESIGN

mintierharnish
Planning Tomorrow Today®

Planning and Project Services | Legal Support
Issues Research and Management
GIS, Graphics, and Mapping

www.mintierharnish.com (916) 446-0522

rrm design group

specific plans
community planning
streetscapes
design guidelines
transit oriented design

planners • architects • engineers • landscape architects • surveyors
san leandro • san luis obispo • santa barbara • san juan capistrano
rrmdesign.com

PLANNING SERVICES DIRECTORY

Calling card advertisements support the publication of *CalPlanner*. For additional information on placing a calling card announcement and to receive format specifications, please contact Laura Murphy at nhe2011@live.com.

TERRA NOVA®
Planning & Research, Inc.
www.terravapanning.com

- General Plans
- Municipal Planning Services
- Environmental Planning
- Specific & Master Plans
- Air Quality Analysis
- Regulatory Permitting
- NEPA/CEQA Analysis
- Climate Action Plans

• Palm Desert • Colorado Springs
(760) 341-4800 admin@terravapanning.com

Introducing PlaceWorks
Formerly The Planning Center | DC&E

New name. Expanded opportunities.

PlaceWorks is one of California's leading environmental, planning, and design firms, working to inspire, imagine, and create great places for more than forty years.

 **PLACEWORKS**
Learn more at placeworks.com

Michael Baker INTERNATIONAL

We Make a Difference

Planning • Urban Development
Environmental Science • Surface Water
Transportation/Traffic
Water Resources • Structures
Survey/Mapping • Public Works

MBAKERINTL.COM

CAL PLANNER
IFORNIA

> Seeking New Sponsorship Strategies

Now that the new editorial format for the *CalPlanner* has been established, we are seeking suggestions from APA California's partners and sponsors on ways to better reach the Chapter membership. This means rethinking the traditional calling card ads for example, as well as all ad placement and associated links. So we need to hear from you on innovative ideas that would complement the new design and format while offering a more effective way to generate awareness for your business or service. We hope you will continue to support the *CalPlanner* and encourage your comments and ideas by contacting Marc at myplanning@live.com



American Planning Association
California Chapter
Making Great Communities Happen

For additional contact information, please go to www.apacalifornia.org

CHAPTER OFFICERS

Hing Wong, AICP
President | hingw@abag.ca.gov

Kristen Asp, AICP
VP Administration | kasp@glendaleca.gov

Betsy McCullough, AICP
VP Conferences | betsy92106@gmail.com

Greg Konar, AICP
VP Marketing & Membership
gregok@cox.net

John Terell, AICP
VP Policy & Legislation | jcterell@aol.com

Terry M. Blount, AICP
VP Professional Development
plannertothestars@yahoo.com

Marc Yeber, ASLA | **VP Public Information**
myeber@hotmail.com

Pete Parkinson, AICP | **President Elect**
pete.parkinson54@gmail.com

Juan Borrelli, AICP | **CPF President**
juan.borrelli@sanjoseca.gov

Scott Lefaver, AICP
Commission and Board Representative
lefaver@sbcglobal.net

Eric Tucker | **Student Representative**
etucker415@gmail.com

LOCAL SECTION DIRECTORS

Benjamin A. Kimball | **Central Section**
bkimball@tularecog.org

Christopher Williamson, AICP | **Central Coast Section**
chris.williamson@ci.oxnard.ca.us

Christopher J. Gray, AICP
Inland Empire Section
c.gray@fehrendpeers.com

Ashley Atkinson | **Los Angeles Section**
atkinson.ashley@gmail.com

Andrea Ouse, AICP
Northern Section | andrea.ouse@cityofvallejo.net

Amy Stonich, AICP | **Orange County Section**
amys@lilleyplanning.com

Tracey Ferguson
Sacramento Valley Section
tferguson@nwhm.com

Gary Halbert, AICP
San Diego Section | ghalbert@chulavistaca.gov

APPOINTED MEMBERS

Kimberly Brosseau, AICP | **AICP Coordinator**
kimberly.brosseau@prk.sccgov.org

J. Laurence Mintier, FAICP
Chapter Historian, Northern
mintierassociates@gmail.com

Steven A. Preston, FAICP
Chapter Historian, Southern
spreston@sgch.org

David E. Miller, AICP
FAICP Coordinator dmiller@folsom.ca.us

Miroo Desai, AICP
Membership Inclusion Director, Northern
mdesai@emeryville.org

Anna M. Vidal
Membership Inclusion Director, Southern
anna.vidal@lacity.org

Christopher I. Koontz, AICP
National Policy & Legislative Representative
cikoontz@gmail.com

Carol D. Barrett, FAICP | **Program Director**
carolddbarrett@gmail.com

Diana Keena, AICP
State Awards Coordinator, Northern
dkeena@emeryville.org

Mary P. Wright, AICP, LEED AP
State Awards Coordinator, Southern
wright@civicsolutions.com

Julia Lave Johnson | **University Liaison, Northern**
jjohnston@ca-ilg.org

Nicholas Chen | **University Liaison, Southern**
nick.chen@mbakerintl.com

Nina Idemudia | **Young Planners Coordinator**
ninaidemudia@gmail.com

Gabriel Barreras
CalPlanner Assistant Editor
gabriel.barreras@gmail.com

Aaron Pfannenstiel, AICP
Technology Director urbangeologist@gmail.com

NON VOTING MEMBERS

Kurt Christiansen, AICP
APA Board Director, Region 6
kchristiansen@ci.azusa.ca.us

Marissa Aho, AICP
AICP Commissioner, Region 6
marissaaho@gmail.com

Lance MacNiven
APA Student Representative, Region 6
lancemacniven@gmail.com

Stanley R. Hoffman, FAICP
Planner Emeritus Network, President
stan@stanleyrhoffman.com

Woodie Tescher
California Planning Roundtable President
wtescher@placeworks.com

PLANNING SERVICES DIRECTORY

Calling card advertisements support the publication of *CalPlanner*. For additional information on placing a calling card announcement and to receive format specifications, please contact Laura Murphy at nhe2011@live.com.



BEST BEST & KRIEGER
ATTORNEYS AT LAW

BB&K is the largest and most experienced full-service municipal and public agency law firm in California. We offer clients unique experience in handling complex planning, building and redevelopment issues.

Offices throughout California, please visit BBKlaw.com

PAGE & TURNBULL

www.page-turnbull.com

ARCHITECTURE | PLANNING & RESEARCH | PRESERVATION TECHNOLOGY

SACRAMENTO
916.930.9903

SAN FRANCISCO
415.593.3239

LOS ANGELES
213.221.1200

FRESNO | HALF MOON BAY | PASADENA | REDLANDS | SAN FRANCISCO | SAN LUIS OBISPO

SWCA

- Archaeology / Paleontology
- Biology
- CEQA / NEPA
- Environmental Compliance
- Environmental Planning
- Wetlands

www.swca.com | Sound Science. Creative Solutions.®



Keep Updated

Keep up to date with all the Chapter news, activities, programming and professional education as well as the State Conference by visiting the APA California website and LinkedIn discussion group. Also, remember your local Section's website and other media platforms are an additional resource.



Sponsor Us!

We want you to be part of the APA California 2016 Conference in Pasadena

Help us make this conference a resounding success by making a commitment in the form of a sponsorship. Sponsorship opportunities include:

- Exhibit booth and event packages
- Mobile app advertising
- Awards and keynote luncheon sponsors
- and many more

Contact: *Tricia Robbins Kasson* at Tricia.robbyns.kasson@gmail.com

Mobile Workshops Showcase the Diversity of LA

Have a great idea for a biking, walking, or bus tour during the conference? Propose a mobile workshop to highlight your favorite Pasadena Area locations.

Submissions Open: December 10, 2015

Submissions Close: February 6, 2016

Submit Proposal to: conference@apalosanageles.org

Contact: *Steve Gerhardt, AICP* or *Michael Kennedy, AICP*
at SLGerhardt@gmail.com or m.kennedy@fehrandpeers.com

Presentations Highlight your work and ideas!

With six conference tracks and new presentation formats the Pasadena conference will provide you an exciting environment in which to highlight your work and projects to fellow planners.

Submissions Open: December 10, 2015

Submissions Close: February 10, 2016

Contact: *Patricia Diefenderfer, AICP* or *Elisa Paster, AICP*
at apaca2016programs@gmail.com



@APA2016CA

Check our website for more details

www.APACalifornia-Conference.org

